

Neighborhood Crown Hill/Ballard
Implementor Transportation
Matrix III T2

Activity 15th Avenue NW/NW 85th Street Gateway Acquire (or coordinate with owner/developer) on the northeast corner of 15th Ave. NW/NW 85th St. and provide a public use area that includes seating, art, a bus stop with enhanced shelter and information, and retail services integrated into the pedestrian orientation of the space.

Construct landscaped medians on 15th Ave. NW north and south of left-turn lanes at NW 85th St. Widen sidewalks and provide streetscaping along northeast block faces.

Construct ornamental arch or gate spanning intersection of 15th Ave. NW/NW 85th St. Integrate with traffic control and street lighting.

Provide signalized mid-block pedestrian crossing on 15th Ave. NW between NW 83rd and 85th Streets. Coordinate with adjacent signals on 15th Ave. NW.

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| III T2: 1 of 1 | Sub-Activity | Implement improvements recommended in the “Envision 15th Avenue NW” plan as part of the 15th Ave. Improvements and Monorail Station Area Planning projects. |
| | Sub-Act Comment(s) | This project is in final design, with construction projected to begin Spring 2006. Background information is included below. Jason Wachs 11/02/05 |

Ballard Concept (Text taken from "Integrating the Monorail, June 2004 newsletter)

15th Avenue Northwest exists today as a valuable freight corridor through Ballard to Interbay and beyond, a well-used transit street for Ballard residents; and the location of a variety of primarily auto-oriented businesses. Although the corridor serves these functions well individually, the pedestrian elements and scale of the streetscape is lacking and not living up to the potential of the urban village vision. With the arrival of the monorail comes an opportunity for 15th Avenue NW corridor to become a true intermodal corridor and the "spine" of a local transportation network. This network will connect the Crown Hill and Ballard Urban Villages and adjacent neighborhoods to areas within and outside Ballard. In the process, there is an opportunity to improve the 15th Avenue streetscape and bring it up to a quality befitting the Crown Hill neighborhood plan and 15th Avenue NW Association vision. Located at the intersection of two major transportation and transit corridors, the Crown Hill station is poised to become the true center of the Urban Village. Opportunities for increased mixed-use development north and south of the station, housing above pedestrian-oriented commercial uses at the ground level, and enhanced and active streetscapes along both 15th Avenue NW/Holman Road NW and NW 85th Street will help create a neighborhood focused "place" out of this crossroads.

The focus of the NW 65th Street station is to serve the surrounding single family and multi-family neighborhoods and Ballard High School. Apart from some additional retail services developed immediately around the station, the area is not expected to change significantly. There is additional zoning capacity for more and greater density of housing in the streets east and west of 14th Avenue which would be a positive complement to the area. A secondary goal would be to encourage the development of pedestrian oriented uses along 15th Avenue NW. The challenge with the NW Market Street station will be to serve the surrounding community without drawing off the developing vibrancy of both Downtown and Historic Ballard. The station will be both a focal point for the surrounding residents, particularly as density in the area increases, and a point of departure for visitors to the area. With Market Street and 15th Avenue as major transit corridors, the station will serve as the connecting point for many commuters and a portal for visitors. The area could develop as the gateway to Ballard with the ability to handle additional growth in both jobs and

residents. It is identified as a commuter stop out of respect for downtown Ballard, but could become a commuter stop with a thriving streetscape that is an extension of the vibrancy of Ballard.

Key Corridor Elements and Actions

Corridor Operations:

Because the monorail guideway will change the configuration of streets along the Green Line corridor, the City will reexamine how these streets will function in the future for general traffic, transit, freight, bicycles, and pedestrians.

Key actions for the Ballard segment may include:

- Using the Envision 15th Avenue NW document as a starting point for ideas on how to enhance the corridor.

Land Use Policy:

The monorail guideway will effectively create a new "zone" along 15th Avenue NW within which the guideway

structure and monorail transit service are each defining elements of urban form. A context-specific guideway overlay could include features such as:

- Reduced parking requirements to encourage redevelopment.
- Development standards to support new street design plans such as driveway locations & street furniture requirements.
- The prohibition of certain auto-oriented uses such as gas stations, drive through businesses and outdoor storage.

Streetscape Design:

Insertion of the monorail guideway into city streets will necessitate re-design of the corridor streetscape. Columns will typically be located in a parking or travel lane on the side of the street, creating an opportunity to consider a menu of streetscape design options. Actions applicable to 15th Avenue NW may include:

- Wider sidewalks
- Parking or bus stops between columns.
- New bus transit zones.
- New/consistent corridor-wide landscape elements.

Land Use & Zoning

The Comprehensive Plan and Neighborhood Plan for the Crown Hill and Ballard urban villages envision high-capacity transit, and transit and pedestrian oriented streetscapes. However, current land use policy and zoning may not provide the best mix of incentives for this kind of development. Key actions for Ballard include:

- Designating a pedestrian zone along the corridors of 15th Avenue NW, NW 85th Street and NW Market Street within the station areas to encourage pedestrian oriented uses in and design of new structures.

Public Realm

Beyond basic access improvements, there are opportunities to enhance the public realm around each station in support of transit and pedestrian-oriented development. These kinds of improvements are often what lend identity and character to communities and make them memorable. Key actions in Ballard may include:

- Preparing a 15th Avenue street master plan to coordinate all streetscape and pedestrian amenities.

Strategic Development Site

Supporting transit through development requires appropriate zoning, available sites for redevelopment, and a ready market. Redevelopment of currently underutilized sites, or sites that could have a strong relationship to a monorail station could be key actions to encourage desired development more broadly within station

areas. A key site in Ballard is the lot to the north of the Crown Hill station, at the southwest corner of NW 85th Street and 15th Avenue NW. This lot will be used as a staging area for construction of the Monorail station. Upon completion of construction, the redevelopment of this parcel will be a key component of the successful design of the intersection and use of the area around the station.

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| 10/14/04- Spoke with David Graves at DPD and was told that Ethan is leading the task force that is working with the community of the possibility of implementing any changes along 15th Ave. NW | Dena Gazin 10/14/04 |
| 2004 Priority Summary: Due to budget constrains, the City's 15th Avenue Improvements project will not go forward at this time. However, Seattle Department of Transportation (SDOT) will work with the Department of Planning and Development (DPD) to incorporate the elements they can into the Monorail permit requirements. | Dena Gazin 09/09/04 |
| Consistent with the "Envision 15th Av NW" plan, the 15th Ave. CIP will replace \$100K of sidewalk, adjust the signal timing, and install a decorative concrete median south of 85th (George Frost). SDOT will also incorporate what elements they can into Monorail Permit requirements (Ethan Malone). | Unknown User 05/03/04 |
| Because of the opportunities presented by the impending monorail development along this corridor & the anticipated increase in traffic; this is the time to accomplish transportation improvements from our neighborhood plan (see III T3, 4, 6) as well as related open space (see III OS13, 19, 20, 24) and public art (see II AC2) improvements. [Jody Haug, Ballard District Council Planning Committee chairperson] | Dena Gazin 02/05/04 |

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| Target Completion | 2007/4 | Estimated Cost | N/A | Status | In-Progress |
| Lead Agency/Contact | Transportation; Ethan Melone, (Cynthia Robinson), 684-8066, (615-1243) | | | Priority | Top |

Implementor Matrix Activity **Housing BMC-10**
Develop mixed income multifamily housing units in midrise (65') structure.

BMC-10: 1 of 1 **Sub-Activity** Explore ways to provide affordable housing in and/or around the Ballard Municipal Center.

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| Sub-Act Comment(s) | 2004 Priority Summary: Laura Hewitt Walker and Rick Hooper from Office of Housing are working with the Ballard Affordable Housing Task Force sponsored by the Ballard District Council. Laura presented demographic and housing trends data at a meeting of the Ballard District Council on April 14th. The Affordable Housing Task Force plans to develop a plan of action which may include a forum where private and non-profit housing developers are invited in to learn more about the Ballard community as well as specific site opportunities. Councilman Tom Rasmussen has expressed an interest in being directly involved in this process. | Rob Mattson 05/07/04 |
| | Rick Hooper and Laura Hewitt Walker are meeting with the Ballard District Council on March 17th to review some demographic data and to clarify housing strategies. (Laura Hewitt Walker, OH) | Unknown User 03/03/04 |
| | Despite the fact that the Ballard Civic Center Master Plan calls for the development of mixed income and affordable housing options, only market rate housing is being planned. The Ballard Library site available in '05, is seen as a possible opportunity (BMC 8). It is hoped that Ballard Food Bank and Ballard Family Center (see BMC 25) can be located to best support this community. [Jody Haug, Ballard District Council Planning Committee chairperson] | Dena Gazin 02/10/04 |

OH Staff participated in the Ballard housing conference with Councilmember Steinbrueck.

Unknown User
04/18/00

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| Target Completion | 2004/2 | Estimated Cost | Existing Staff | Status | In-Progress |
| Lead Agency/Contact | Housing; Laura Hewitt Walker (Rick Hooper), 684-0429 | | | Priority | Second |

Implementor Parks and Recreation

Matrix III OS12

Activity *Develop community climbing rock, skateboard park, sledding hill, Frisbee golf course, or other active sports facility if the neighborhood supports such a program.*

III OS12: 1 of 1 **Sub-Activity** Investigate alternative locations for a permanent skatepark facility adequate for the needs of Crown Hill/Ballard.

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| Sub-Act Comment(s) | Susanne Friedman reported on 07/14/05 that Lower Woodland was the selected site. | Jason Wachs 07/14/05 |
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2004 Priority Summary: Seattle Parks Department has developed a preferred alternative for the design of the new Ballard Civic Center Park. The site plan calls for the development of an active skateboard area intended to appeal to younger and neighborhood skateboard interests. Design for this park was the subject of a public hearing before the Board of Park Commissioners in early April of 2004. Park Board made final recommendations to Superintendent Bounds at its next meeting on May 13. Considerable public interest has been expressed to expand the skateboard park by maintaining the existing "skate bowl" element. The "skate bowl" and adjoining skateboard fixtures are existing elements in the interim skateboard park developed on the site of the future Ballard Civic Center Park.

Rob Mattson
05/07/04

Susan Golub (Parks) has convened a Skateboard Park Advisory Committee. This effort is expected to lead to a plan to develop active skateboard areas in one or more locations around the city. Lower Woodland Park is the nearest facility to Ballard currently under consideration, other than the skate element in the Ballard Civic Center Park.

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| Target Completion | Estimated Cost | N/A | Status | Completed | |
| Lead Agency/Contact | Parks and Recreation; Susan Golub, 684-7406 | | | Priority | Third |

Implementor Transportation**Matrix** II T2

Activity Enhance pedestrian connections on 28th Ave. NW from the Ballard Community Center to the street end at Salmon Bay. Complete curb and sidewalk. Provide curb extensions on NW Market Street.

II T2: 1 of 1

Sub-Activity Improve the pedestrian environment and crossing at NW Market and 28th Ave. NW.

Sub-Act 2004 Priority Summary: Seattle Dept. of Transportation (SDOT) installed a pedestrian signal in October, Dena Gazin
Comment(s) 2004. 11/16/04

Old Summary: Seattle Dept. of Transportation (SDOT) has placed the installation of a pedestrian actuated half signal on their 2004 signal priorities list; signal to be installed in late 2004. This decision was made in part because of the 2003 Council resolution which established the interim and permanent route of the Burke Gilman bike trail. Megan Hoyt (SDOT) is working with an ad-hoc committee of citizen interests in the immediate neighborhood of this intersection as well as those who rely on mobility along this corridor. Rob Mattson
05/07/04

A signal will be installed at 28th and Market in late 2004. Shauna Walgren
04/29/04

With increased development we are especially concerned about a safe environment for pedestrians crossing Market at 28th NW. [Jody Haug, Ballard District Council Planning Committee chairperson] Dena Gazin
02/10/04

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| Target Completion | 2004/4 | Estimated Cost | N/A | Status | Completed |
| Lead Agency/Contact | Transportation; Megan Hoyt, 684-5124 | | | Priority | Fourth |